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BOOK REVIEWS

HANDBOOK OF ADMIRALTY LAW, by Robert M. Hughes, M.A., LL.D., of the Norfolk, Virginia Bar. (St. Paul, Minn.: West Publishing Co., Second Edition, 1920, pp. xviii, 572.)

Since the publication, in 1901, of the first edition, great changes have taken place in admiralty law, both by statute and by judicial decision, and a second edition has been badly needed. The author's earlier work has won its due recognition by clear merit, and this revision will meet with a wide welcome among students and practitioners. To the latter class, the new edition makes more of an appeal than did the earlier one, which was written primarily as a text-book for law schools.

There have been many changes, some for the sake of accuracy and greater clearness, but the great majority to meet the many changes in the law. The author is now able to omit much of the argumentative matter which appeared in the first edition, because the views there contended for have in many instances been settled as law by decision or by statute.

This is notably true with reference to the lien of a material-man for repairs, supplies or other necessities, as to which the courts had fallen into the error of drawing a distinction between foreign and domestic vessels and as to the presumption of credit and the implication of a lien. After arguing convincingly against this departure from the uniformity of the ancient maritime law, the author had the satisfaction of being a member of the Committee of the Maritime Law Association which drafted the present statute (passed by Congress June 23, 1910) abolishing the artificial distinction.

Among other important statutes put in force since the first edition may be mentioned: The Salvage Act of Aug. 1, 1912; The Act of March 9, 1920, authorizing suits in admiralty against the United States and providing for the release from arrest of merchant vessels belonging to the United States as a result of the operations of the United States Shipping Board and similar corporations; the Act of March 30, 1920, the first Congressional statute on the subject of actions in admiralty for wrongful death; the Seamen's Act of March 4, 1915 (commonly known as the La Follette Act).

The authorities cited have been culled with the most painstaking care; the author ("May his tribe increase!") is a "rara avis" among modern law book writers, in that his cited cases *hold* the propositions for which he cites them, a fact which deserves and wins warm appreciation among the sufferers from the two prevalent haphazard methods of modern text-book writers. The Appendix is well chosen, and the Index is quite satisfactory—another rarity. Physically the new edition is a great improvement, containing a few more pages in about half the bulk of the old one.

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